

The Scranton Tribune

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SCRANTON, JULY 4, 1894. REPUBLICAN STATE TICKET.

- For Governor: DANIEL H. HASTINGS, OF CHESTER. For Lieutenant Governor: WALTER LYON, OF ALLEGHENY. For Auditor General: AMOS H. MYLIN, OF LANCASTER.

FRITZSIMONS FOR CONGRESSMAN-AT-LARGE on the Slingerly ticket: would make the welkin ring. For beauty, grace and eloquence, match him if you can!

Independence Day. It is fitting and proper that the natal day of American independence should be commemorated by all the accessories of sincere rejoicing. It does not detract from the solemnity of this occasion to have the people, old and young, enjoy themselves in varied festivity and give vent to genuine feeling in pranks and noise. The suggestions of this day are not funeral. They make no demand upon the sympathies and upon the hallowed reverence of a grateful citizenship. The tendency which would convert Memorial Day into an occasion of revel is wrong, utterly and repulsively; that which would make of today's observance as happy an one as honest gaiety can devise is wholesome and worthy of all praise.

The Fourth of July, it may be joyfully said, has a meaning lasting and genuine. The problems that have arisen during 118 years of republican government have not been few nor inconsiderable. Some of them have been settled in the shedding of fratricidal blood; others yet linger as legacies of man's inhumanity to man. But one and all, they have been the problems of a brave and progressive people, planted firmly on the rock of individual liberty and moving, in spite of many obstacles, steadily toward the goal of a better citizenship.

At this time it may not be amiss to recollect that such a government was not born from a parsimony of selfishness and greed. The century which has brought with it such splendid proofs of human advancement has not omitted to supply equally notable instances of avarice and oppression. It is part of the duty of American citizenship to study well the meaning of the independence we applaud. That freedom was not a freedom from the wise restraints of law. It was not a liberation from the divine obligations of justice. It did not contemplate among large numbers of men the disposition now visible to break down the safeguards of law and order, that armed troops might usurp the place of contented artisans, or furtive speculators grasp great wealth at the expense of human misery.

If as a price of new conditions we must pay our self respect or bare our backs to the dirk and the lash it should be a serious question whether those conditions are worth their cost. If civilization can come only along roads that are stained with crime and blood, it should be pertinent to inquire if such a civilization is the civilization that man needs. In comparison with the frank simplicity, plain heroism and out-spoken manliness of our revolutionary sires, our present killing rush for place and power and pelf, subordinating to its feverish haste many of the best capabilities of our nature, makes a singular contrast.

It will not hurt us to think upon these things. It will not hurt us for the instant to pass out from the narrowed interests of self; to give some heed, however brief, to the sacrifices of our nation's childhood days; to pause and rest and ponder amid the memories of homely pioneer life, ere strikes and lockouts and all the grinding woes of fat and selfish living had corrupted that which was strictest and best in our first Americans.

IF JOHN HINES appointed national bank examiner and Michael Hines counsel, the Hines family will become tolerably well accommodated. In the philosophy of Brother William, a public office partakes at times of all the outward characteristics of a fraternal snip.

THE IDEA that travel in steam cars is dangerous does not receive confirmation from the readable statistics on this subject collected by the interstate commerce commission. Last year only one passenger was killed on American railroads for each 1,955,153 passengers carried, or for each 47,588,966 passenger miles accomplished, and one passenger injured for each 133,822 passenger miles carried, or for each 4,406,630 passenger miles accomplished. This chance of death is almost as remote as is that of winning a prize in the lottery swindle.

PRESIDENT CLEVELAND will not suffer in the judgment of thinking men because of his resolution to uphold the law if to do so takes every soldier inside his jurisdiction.

That Pittston Affair. If the borough council of Pittston wishes to investigate the statement of THE TRIBUNE that Mr. Mangan, its president, had made application to Mr. John Graham, superintendent of the Wilkes-Barre & Wyoming Valley Traction company, for three passes over the East Side electric road which is just entering Pittston borough, this paper will willingly co-operate in placing at the disposal of the proper committee any information that it can give without violating a trust. It had supposed from articles appearing in the Pittston Gazette, that Mr. Mangan himself would provide us with an opportunity for substantiating in the courts the

truth of our report; but the place of substantiation is immaterial to us, so long as we are permitted, before a proper tribunal, to sustain what we have asserted.

In this connection it is but fair to Mr. M. N. Donnelly and Mr. C. Frank Bohan to say voluntarily, that we do not believe that Mr. Mangan's use of their names in connection with passes, was authorized by them. We suspect that he did it upon his own responsibility. No reflection upon them has been intended; indeed, the only purpose of THE TRIBUNE is to print the news, and this it will continue to do until further notice.

IT IS A POOR kind of philanthropy which, in its haggling over the moral responsibility of maddened assassins, would let them free to kill again rather than run the risk of hanging a monarch.

Mr. Powderly on Strikes. Mr. Powderly, speaking at prohibition park, Staten Island, last Sunday, is quoted in a New York dispatch as having said in substance:

You will probably have made up your minds that I am a very terrible sort of a man. You have read of the hundreds of strikes that I have ordered, strikes that have paralyzed the business of the country and carried away into tens of thousands of homes, standing here before you and before my God, I can say that I never ordered a strike in my life. All the strikes that I have been credited with ordering have been precipitated before I knew anything of them, and thus I have, as the simple matter of the strike in the west. Every strike that takes place upon a line of railroad is a strike against the whole country. Our railroads are so closely identified with the life of the nation that when you stop any one of these arteries through which the life blood of the nation's prosperity flows you injure those whom you expect to injure and whom you would least desire to harm. The great national highways, the railroads, are much the property of our government today as were the old coach roads. There are many who believe that these railroads, which during the last twelve years have become more and more extensive, will continue, doing more injury each time, and that there will be less chance of controlling them in the future than there is at present. The day will come when the railroads under the supervision of the United States government, by and for the whole people, this strike today is not for wages, not for the recognition of any association or organization. It is a strike for the control of the arteries of trade and industry. If all the railroads could be nationalized then all the things that would be at an end, for every man, whether he be an employee of the railroad or not, would be an equal owner in it and equally anxious for its welfare. The day will come when coal deposits, too, will be owned by the government that represents the people, who must have coal.

Is government ownership of railroads and coal mines practicable? The first question to be considered is the cost of buying them, and next the cost of conducting them along political instead of along business lines. The fact that now, under careful business management, railroad securities, on an average two per cent interest does not offer encouragement to government purchase and control of railroads, with the inevitable extravagance, jobbery and waste of that unbusinesslike system. As to the coal mines the government could not logically buy them without buying and running all other mineral industries, until in real fact its capacity for expansion would be hopelessly exhausted. The ownership of the property is not always what makes men work peacefully or riotously upon it. It is the opportunity they have for being deceived by noxious leaders. Of all the strikes that Mr. Powderly says were forced upon him, how many did good; and was not the aggregate harm larger many times over than the aggregate good? If men working for the government were paid more than they were worth, speaking in the commercial sense, how long could the government continue such excessive wages; if less, how long would the men submit to it? The government, as an employer, would have severe courts and sharp bayonets behind it; but these would not be long relished by turbulent workmen and there would soon be greater friction than ever.

No, the solution of these recurring difficulties is not to be had along the line of the nationalization of our industries. The government, it is true, manages a few businesses well; but from its very nature it cannot manage all businesses, neither can it wisely depart from its true function of performing the least work consistent with the proper protection of its citizens in their inalienable rights. The individuality of the citizen has been belittled too much already by these great opposing combinations of capital and labor. We have about reached the apex of this folly, and it is time to think about getting ready to go down hill again to plain democracy and civic individualism. There should be no irreconcilable clash between the man who works with his brain and him who works with his brawn. The clash which exists is an artificial one. We have got to get back to first principles in this matter. Otherwise popular government must be branded a failure and civic equality a delusive dream.

MAY THE RETURN of the glorious Fourth be a reminder that America is still a free country, and that men is pursuit of legitimate business will be protected regardless of the mischievous commands of reckless leaders of any clique or organization.

To Stop Train Blockades. Those who want to employ the strong arm of the government in the ownership and operation of railroads sometimes fail to reflect that it is both possible and feasible to accomplish the desired result of protected, traffic rights without burdening the government with more than it can carry. It is as the Indianapolis Journal says in the course of an exceedingly thoughtful and thorough editorial on the same subject, from which we intend to quote, "Intolerable that the social and commercial affairs of the country should continue subject to interruptions which, without any fault on the part of the people, inflict upon them such heavy burdens in the way of personal discomfort, domestic worry and pecuniary losses. They ought not to be expected to stand it, and they will not stand it any longer than is necessary to find and apply a remedy. The main object of all government is to protect the people in the enjoyment and exer-

cise of their individual rights. No such protection exists when traffic and travel between different parts of the country are interrupted or suspended at frequent intervals by force and violence on the part of any organization. A government that cannot or does not guarantee the right of free personal and commercial intercourse to all its people in all parts of the country is a failure.

"As between government ownership of railroads and government regulation of railway travel and traffic the arguments are overwhelmingly in favor of the latter. Indeed, those against the former are so numerous and strong as to put it entirely out of the question, at least without change of our form of government. Government ownership of railroads does not consist with republican government. But government regulation of railway travel and traffic is something entirely different. The constitution would not permit the government to own or operate the railroads of the country, but it distinctly says that congress may regulate commerce among the several states. If the constitutional power to establish post-offices and postroads gives congress a right to make interferences with mail trains a felony, the constitutional power to regulate commerce between the states gives it an equal right to declare it a felony to unlawfully interfere with the movement of freight or passenger trains en route from one state to another. This is what congress should do. It should pass a law regulating all freight and passenger trains on interstate railroads a part of interstate commerce and making it a felony punishable in the courts of the United States for any unauthorized person to interfere with the movement of any such train. Already it has done this in regard to all mail trains, and the effort has been most salutary, but it should go further and include all freight and passenger trains running on the interstate railroads. The people are entitled to this protection. Congress has undoubted constitutional power to extend it, and it should exercise the power."

It would cost three times more than did our civil war to buy the railroads of the United States; and, at the very best, it would be an exceedingly doubtful investment for the government to make. But the government can with entire propriety stretch its hand out in the protection of its traveling citizens against riotous mobs or felonious obstructionists of public transportation; and the sooner it does this the better. This duty has been evaded quite long enough. It must be met and performed.

AFTER FOURTEEN weeks in committee, during which time it has been overhauled, emasculated and trimmed to the satiated tastes of the effected trusts, the Wilson tariff bill has at last passed the senate. It is not the kind of bill in effect that it was when it entered the senate; but in principle it is infinitely worse, since it represents the audacious consummation of the greatest scandal in the history of American legislation. It will no doubt be vetoed whole by the conferees of the house and soon receive the signature of the president. For of such is the modern Democracy.

THE LONG-promised "Critic" has appeared on the West Side, under the broody control of John Courier Morris. It is a neat looking weekly, loaded to the muzzle with crisp reading and check full of possibilities. Success to it!

THE HISTORY of strikes is a history of failures. Strikes do not pay.

SUMMER Frivolities.

This is a most unfortunate time of year for persons who are fat. Apropos, an authority on foods prescribes green vegetables growing above the ground, such as peas, spinach, and asparagus, and plain green salads unmarinated, with poultry, meat or fish, such as lettuce, celery and cress, with a French dressing, very little starch food and white meats, chicken, lamb or mutton, an abundance of fruit, toast and whole wheat bread, no sweets and few stimulants, except Sauterne and Rhine wines in moderation. For brain workers, red meats, particularly beef, are recommended, with starch foods, taken in the form of rice and whole wheat bread; all green vegetables that grow above the ground, green salads every day with French dressing, containing plenty of oil, fruit in abundance and no sweets. Mrs. Rorer says: "Life is too short to be spent in digesting potatoes. I never eat them in any form. You might as well put pieces of mica into your stomach as to fill it with Saratoga chips."

THE SODA FOUNTAIN: When the mercury has risen, Like to hear the fizzing, And I love to hear the sizzling of the soda water mill; Oh, there is music in its sizzling, And a melody to its clinking, Which oftentimes to a mingling thought, that lingers with me still, Thoughts of water and vanilla, Strawberry and sarsaparilla, Straws of soda that would fill a boy with visions of delight; And though many years have fled since the juveniles I treated, There's a sentiment deep-seated that good soda's out of sight. Let others prate of whiskey That makes a fellow frisky, But alcohol is risky stuff to monkey with at all; Let stage-track gulls be merry Over mugs of Tom and Jerry, Sing the praise of Ellen Terry, Miss Ling-tzy, Pauline Hall; Let sapient dudes touch glasses To the health of buxom ladies, But soda quite surpasses all the drinks that make them tight; It's a beverage that's cheering, Unpretentious appearing, To humanity endearing—aye, it's clearly out of sight. —St. Paul Globe.

Here is a July hint that may benefit somebody. A bottle of lime water in the house is a great convenience. To make it, put about a pound of un-packed lime in a large bowl; pour over this three quarts of boiling water. Let it stand for ten minutes, then stir well with a stick. Place the bowl in a cool place for eight or ten hours. At the end of that time pour off the clear water, letting the sediment remain in the bottom of the bowl. Bottle the clear water and keep in a convenient place. A tablespoonful of this lime water may be added to a glass of milk to be given to a patient with an acid stomach. In case of burns cover the burned parts with a cloth wet in lime water.

THE GRADUATE: With grace rare she gaily goes Upon the stage to show 'em. Her essay is first-rate as prose, But her dress is just a poem. —Washington Star.

HOUSEHOLD HINTS: Lemon stains on cloth may be removed

by washing the goods in warm soapuds or in ammonia. Mildew may be removed by dipping the stained part in buttermilk, and then put the article in the sun. When the finger nails are dry and brook easily, vaseline rubbed on after the hands are washed will do a world of good. Dust and marks of children's fingers can be removed from windows by rubbing them with a sponge which has been dipped in ammonia and water. Rubber gloves are a great saving of time and labor over the hands, as they keep them free from any grease and dirt likely to be absorbed when doing housework. A raw egg swallowed immediately will generally carry a fish bone down that cannot be removed from the throat by the utmost exertion, and has got out of reach of the saving finger. To remove finger-marks from, and restore lustre to the keys of a piano, wash off the marks with a camellia skin wet with cold water; then rub the surface with sweet oil, mixed with half its quantity of turpentine. A liberal rubbing with this mixture will prove effective. When dining, it can be made to look as fresh as now by re-oiling. Lined or even olive oil can be used, but pure, good kerosene oil is much the best. Rub it with a soft woollen rag, and polish with clean dry flannel. —Philadelphia Record.

COMMENTS ON THE FRAY. Wilkes-Barre Record: "THE SCRANTON TRIBUNE and its neighbor, the Republican are at dagger's points. The former claimed that Editor Scranton said he would give no news to a Tribune reporter. This the latter denies, adding that he wants THE TRIBUNE people to fight him fairly and not come to him with smiles on their faces and daggers in their sleeves. This warfare is very unseemly, especially on the eve of a campaign. Two such sterling Republican newspapers should not endeavor to stir up strife and contention in the party. On the contrary, it is their duty to bring about the greatest possible degree of harmony in order that Lackawanna county may form a link in the great chain of Republican victories which will be forged on next election day. Shake hands there, and make up. This is no time for settling old scores."

Wilkes-Barre News-Dealer: "Says the SCRANTON TRIBUNE: 'Our morning Democratic neighbor, the Times, need not fear that there will be blood shed between the Republican and THE TRIBUNE. The latter is minding its own business every secular day in the year.' Judging from some remarks made by the Republican yesterday, there must be blood or dishonor in the near future. Which will it be?"

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